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No. 28,313

HONG KONG, THURSDAY, JANUARY 12, 1933. PRICE \$3.00 Per Month.



JAPANESE OCCUPY CHIUMENKOW PASS---ULL IN HOSTILITIES

A BURGLAR SURPRISED IN PEAK FLAT

Mr. C. C. Hickling Loses Man While Telephoning.

\$35 WATCH STOLEN.

A burglar who broke into 3, Branksome Towers, The Peak, the residence of Mr. C. C. Hickling, of Messrs. Butterfield and Swire, was arrested at three o'clock this morning. But while Mr. Hickling was telephoning for the Police, he made good his escape, taking with him a wrist watch.

Mr. Hickling in his report to the Police, stated that at 3 a.m. he was awakened in his bedroom, which is on the first floor of the building. A Chinese had entered the room through an open verandah window. He lay in bed and then pounced on the burglar and held him in custody. There was no struggle.

Mr. Hickling telephoned to the Police for assistance, and while doing so, the thief broke loose and bolted. When he had left, Mr. Hickling discovered that his wrist watch, valued at \$35 had been stolen.

PROSPECTS BRIGHT ON N.Y. MARKET

Rails, Utilities And Bonds Rise.

DOLLAR STEADY.

New York, To-day. The reaction yesterday was normal, reports Messrs. E. A. Pierce & Company. Prospects of the future market are better than had there been a fast advance on a large volume.

The bond market continues strong, Westinghouse declaring a dividend of 1 to 1/2 radio share for each share of Westinghouse.

Industrials which rose as much as 2.04 yesterday, showed a downward trend to-day, falling .54. Rails, utilities and bonds, however, continue on the upward trend.

Average business was done 1,610,000 shares changing hands.

(Continued on Page 12.)

IRISH GENERAL ELECTION.

240 Nominations For 152 Seats.

London, To-day.

The nomination of candidates for the Irish Free State General Election took place yesterday. About 240 were nominated for 152 vacant seats, 98 being Fianna Fail candidates.

Mr. Frank Fahy, Speaker of the Dail Eireann, was returned unopposed. Polling takes place on January 24.—British Wireless Service.

Last Position.

The position of the parties at the dissolution was: Fianna Fail, 79; Labour, 7; total de Valera, 70; Cumann Na Ngatachai, 54; Independents, 11; Farmers, 4; Independent Labour, 2; total Cosgrave, 71. Four seats were vacant pending by-elections.

VERNACULAR SCHOOL PRIZEGIVING.

The annual prize distribution of the Vernacular Middle School was held this morning, when Mr. G. P. de Martin, Director of Education, was present to give away the awards.

The complete list of prize winners, the Headmaster's report, and Mr. H. K. Woo's address appears on page 7 of this issue.



After the recent London riots, great difficulty was experienced in transporting the unemployed back to their homes. One of the women demonstrators is shown being given a lift upon the barrow which contains their belongings. (S. & G.)

ARGENTINA MISSION RETURNS PRINCE'S VISITS.

Will Discuss Trade Relations With Britain.

London, To-day. A mission, headed by Dr. Julio Roa, Vice-President of Argentina, sailed for London yesterday from Buenos Aires in the liner "Arlanza."

The main purpose of the mission is to return the visits paid to Argentina by H.R.H. the Prince of Wales in 1926 and 1931.

At the conclusion of the official visit there will be discussions with the British Government on trade relations between the two countries.—British Wireless Service.

FIRE DANGER ON LINERS

French Government's Drastic Reforms

Paris, To-day. The Georges Phillips and Atlantique disasters are expected to profoundly affect the construction of French liners.

Comprehensive recommendations have been made by the Minister of Merchant Marine to Parliament.

The recommendations involved almost the complete abolition of wood, the fireproofing of all carpets and awnings and metal casting for electric cables.

All vessels over 10,000 tons are to have a fire brigade and two wireless installations if the French Parliament agrees to these reforms, which are also applicable to existing liners.—Reuter.

MORE RESEARCH ON RUBBER

Manufacturers To Pay £15,000 A Year.

London, To-day.

The text has been issued of a Bill to ensure the continuance in development of scientific industrial research in rubber, and to place the Research Association of British Rubber Manufacturers, hitherto supported voluntarily, on a sound basis.

The bill involves a contribution by all rubber manufacturers in the United Kingdom of a sum not exceeding a twenty-fifth of a penny per pound on rubber or latex.

The Bill is limited to end in 1938, and contributions to £15,000 annually.—Reuter.

AIR MINISTER STARTS TOUR

London, To-day.

The Air Minister, Lord Londonderry, left Croydon yesterday in the African air-mail liner for Alexandria, where he will begin his tour of inspection of the Royal Air Force units in Egypt, Iraq and Palestine.

(Continued on Page 12.)

40-Hour Week Proposal

British Delegate Terms It Impracticable.

London, To-day.

During the discussion of a proposal for a 40-hour week convention, laying down an average working week of 40 hours, at the Geneva International Labour Conference, the British Government delegate urged that time should not be wasted on the proposal, which on close examination must be regarded as impracticable.

He drew attention to the economic, financial and technical difficulties and anticipated that if a convention were drawn up, a large number of countries would not ratify.

Legislation to effect the change in Britain would cause an acute controversy, and if the proposal were adopted, it would not appreciably contribute to the solution of the unemployed problem.—British Wireless Service.

SIR JOHN SIMON'S AIR THRILL

Lands At Croydon In Dense Fog.

London, To-day.

Sir John Simon, who has been recuperating in Monte Carlo, returned to London yesterday. During a brief stay in Paris he called on the French Prime Minister, M. Paul Boncour, at the Elysee.

There was a fog at Croydon when Sir John Simon arrived, and the air-liner in which he travelled had to circle round the aerodrome several times before landing with the aid of rockets.—British Wireless Service.

CARGO JUNK SINKS WITH SAND LOAD

Harbour Accident This Morning

POLICE LAUNCH SAVES CREW.

A cargo junk, loaded with sand, sank in the harbour in the early hours of this morning.

The accident occurred at 3.30 a.m. when the junk was midway between Stonecutters Island and Shatin Shui-po. Fortunately there was no casualty, the master of the junk and the rest of the crew saving themselves by clinging to wooden planks.

A few of the crew clambered into a small sampan which was unseaworthy. The crew was stubbornlyighting.

COLD WEATHER STOPS FIGHTING CHINESE MACHINE GUNS FROZEN UP

OUTLOOK BETTER AS LEAGUE PREPARES FOR CONCILIATION

PEIPING, TO-DAY.

IT HAS NOW BEEN DEFINITELY ESTABLISHED THAT CHIUMENKOW IS IN THE HANDS OF THE JAPANESE. A LULL SEEMS TO HAVE SETTLED DOWN AT ALL FRONTS.

A bitter North wind continues to blow and while Peiping is suffering at 14 degrees below zero, it is probable that such places as Chiumenkow, in the mountains, are experiencing a temperature of 30 degrees below zero, thus making operations almost impossible.

Chinese reports state that machine-guns have frozen up and have become unusable. Doubtless the Japanese are placed in a similar position.—Reuter.

Japanese Surrender Customs Station.

Chinwangtao, To-day.

The Shanhaikuan Customs station, which was occupied by the Japanese military authorities after the capture of Shanhaikuan, is again under the control of the Chinese Maritime Customs.

The action of the Japanese in surrendering the station was due to urgent protests from the Commissioner of Customs of Chinwangtao, who also controls the Shanhaikuan office.—Reuter.

Negotiation On British Ship.

Chinwangtao, To-day.

Reuter is authoritatively informed that the British Naval authorities in Chinwangtao offered their ships to the Chinese and Japanese as a meeting place for possible preliminary negotiations.

As a result, a representative of General Ho Chu-kuo met the Japanese garrison commander in the Japanese camp, in the presence of the British commander.

The result of the conversations has not been divulged but it is believed they may lead to further negotiations between responsible officials.—Reuter.

Gen. Li's Troops In Russia.

DISARMED AND INTERNED.

MOSCOW, To-day. Three thousand Chinese soldiers and officers, including General Li-dj, who took refuge in Russian territory in the Turykog and Imen districts, have been disarmed and interned.

Other scattered detachments, defeated by the Japanese forces operating on the Chinese Eastern Railway, took refuge in these districts on Monday and were immediately disarmed and interned.—Reuter.

Resistance Is Only Policy.

19TH ARMY COMMANDER'S STRONG VIEWS.

Resistance to the bitter end against the Japanese forces, is urged by General Chang Yim, Commander of the 1st Division of the 19th Route Army, who arrived in Hong Kong yesterday en route to Canton.

A Bill, authorising the new coinage will be laid before Parliament immediately, but it is not likely to be passed until the spring session.

The spirit of the 19th Route Army, he said, had been fired by the recent hostilities at Shanhaikuan, and telegrams had been despatched to Marshal Chang Hauch-liang, urging him to accept reinforcements from their ranks.

Gen. Lee In Canton.

CANTON, To-day.

General Lee Chung-yen, Commander-in-Chief of the Fourth Military Group of the Kwangsi Army, arrived here yesterday. He will take part in the discussions regarding the Shanhaikuan Incident.

(Continued on Page 12.)

FUNDS FOR CHINA'S AIR FORCE.

Big Response From Overseas Chinese.

The splendid efforts of the overseas Chinese in assisting China to establish an air force, were warmly commended by General Oong Chao-yuan, one of the 19th Route Army leaders yesterday.

General Oong, who has been in the Philippines Islands on air force propaganda work, said that the Chinese residents there had organised an Aviation Union, which had resulted in the collection of a considerable sum, and that if the same idea was followed by Chinese communities in other parts of the world, the formation of China's air force would soon be accomplished.

General Oong said that he had intended going to America to pursue his propaganda work there, but since the commencement of the Shanhaikuan hostilities, he had decided to remain in China.

It is believed that the conciliation body will probably not be the whole of the Committee of Nineteen (with the possible addition of the United States and Russia) but a smaller committee of representatives, chiefly from Powers interested in the Far East.

Article XV.

There has still been no formal invitation to the United States and Russia and it is understood that the soundings of their opinions have neither achieved no definite results. If, on the other hand, it proves when the Committee of Nineteen meet, that it has been impossible to agree to a formula, then the Assembly will have to make a report under Article Fifteen, Paragraph Four. Such a report might follow the lines of the Lynton Report, either in toto or be based on the first eight chapters of the report but with modifications in the recommendations.—Reuter.

Wider Use Of Silver.

Turkey To Have Metal Coinage.

ISTANBUL, To-day.

A new silver coinage is to be issued by the Turkish Government to replace the present banknotes.

The amount, which is \$3,400,000, will comprise of the following, a Turkish pound, fifty piastre and twenty-five piastre pieces roughly corresponding with three-shilling, eighteen-penny and nine-penny pieces respectively. All coins representing a fraction of a piastre will be bronze.

A Bill, authorising the new coinage will be laid before Parliament immediately, but it is not likely to be passed until the spring session.

CHENG'S PETITION REFUSED

A CRITICAL PERIOD FOR THE LEAGUE

Conciliation Formula To Be Found.

SOVIET AND AMERICA MAY BE INVITED.

London, To-day.

The week commencing January 16 is likely to mark the most critical phase yet experienced in the Sino-Japanese discussions at Geneva.

Within a few days of the Assembly of the Committee of Nineteen, it should be definitely known whether success has attended the efforts of Sir Eric Drummond and M. Paul Hymans (who were instructed by the Drafting Committee to keep in touch with the parties during the Christmas adjournment) to find a formula which would be acceptable to both sides, and allow conciliation procedure to be commenced.

It is understood that the respite granted Cheng Kwok-yau pending his application for leave to appeal to the Privy Council expires on Saturday.

H.E. the Governor will make an order for his execution, and it is learned from an authoritative source that Cheng will not pay the extreme penalty until the period of respite has expired.

The execution will probably take place on Monday morning next.

Cheng was informed of the Executive Council's decision this afternoon.

Sensational Trial.

The trial of Cheng Kwok-yau, alias Cheng Wan, in the Supreme Court, was the most sensational in the history of the Colony.

Crowds thronged the Court room daily, from August 8 to August 25 last year, when the accused was found guilty by a special jury of procuring the murder of George Fung at Village Road on March 24. At the time of the murder, it is recalled, Fung was walking in company with Miss Lai Ming-fai, a young actress, with whom Cheng was in love.

(Continued on Page 7.)



The Woman's Page



VARIOUS WAYS WITH EGGS.

Tempting The Breakfast Appetite.

There are many unusual ways of cooking the breakfast egg, which looks at us so forbiddingly when fried and so dully when boiled.

Try scrambled eggs varied either by adding chopped ham or tongue or flaked cold fish, such as smoked haddock or kipper, before cooking.

Or scramble eggs plainly, and then put on to little pieces of buttered toast spread with bloaters, kipper, or anchovy paste, with any chopped cold meat or peas left over from the night before, first tossed in a little butter to warm them.

Eggs-And-Cream.

Cold eggs, hard-boiled, can be filled with all sorts of pleasant stuffings, for instance any of the additions described above, which are pounded up with the yolk, moistened if necessary with a little milk or cream, and filled into the halves of the white, usually cut length-wise.

A very simple and original tomato dish is one called Eggs Washington. For this you want a large, not too ripe tomato for each person. Cut off about a quarter from the top (where the stem is), scoop out the inside and sprinkle the case with salt and pepper.

Now break an egg into each tomato, add a little more seasoning, some chopped parsley, and if you can, some mushrooms finely chopped. Put a dab of butter on top of each, and bake in a slow oven for about twenty minutes, so that the yolks of the eggs are still soft when the dish is served.

Popular With Children.

One last suggestion is Birds' Nests, which should be popular with the children. From some slices of bread about an inch thick cut out rounds three inches or so across. Make these into rings by cutting out their centres with a smaller cutter, and fry them a golden brown in butter.

Place them in a flat dish, break an egg into each, pour over a little milk, sprinkle lightly with chopped parsley and, if you like it so early in the morning, a little chopped onion, and bake in the oven till the eggs are set.

GREEN POPULAR FOR DECORATION.

Green is a prime favourite for decorations judging by London houses recently reconditioned.

There are green doors and green frames to the windows—or black frames—and many green shutters as well as green roofs to red brick houses, while a dark green door and a chromium plated knocker accords with to-day's taste.

Furniture in small halls is now enamelled green. Stair carpets of green and brown are serviceable, and paler greens are lovely as curtains in bedrooms whose walls and doors are white, even the door handles being green and distinctive.

KING'S THEATRE BY SPECIAL REQUEST TO-MORROW & SATURDAY ONLY.



Bringing Up Father.



Menu Suggestions For To-morrow

Macaroni Creole
Baked Sweet Potatoes
Buttered Cabbage
Bread Plum Jam
Head Lettuce and Mayonnaise
Golden Glow Cake Coffee

Macaroni Creole, Serving 6.
3 cups cooked macaroni.
4 tablespoons butter.
5 tablespoons flour.
3 cups tomatoes.
2/3 cup cheese, cut fine.
1/2 cup diced celery.
3 tablespoons chopped onions.
1 1/2 teaspoons salt.
1/4 teaspoon paprika.
1 cup rolled bread or cracker crumbs.
3 tablespoons butter, melted.

Melt 4 tablespoons of butter, add flour. Mix well, add tomatoes and cook until creamy sauce forms. Add cheese, celery, onions, salt and paprika. Cook slowly stirring constantly, for 2 minutes. Add macaroni and pour into buttered baking dish. Cover with crumbs mixed with 3 tablespoons of melted butter. Bake 25 minutes in moderate oven.

Golden Glow Cake.
1/3 cup butter.
1 cup sugar.
2 eggs.
1 teaspoon vanilla.
2 cups flour.
1/4 teaspoon salt.
2 teaspoons baking powder.
Cream butter until soft. Add sugar and mix until creamy. Add rest of ingredients and beat 2 minutes. Bake in 2 layer cake pans. Add filling.

Filling.
1/2 cup sugar.
3 tablespoons flour.
1 square chocolate, melted.
1 cup milk.
2 egg yolks.
1/2 teaspoon vanilla.
1/2 teaspoon salt.

Blend sugar and flour. Add chocolate, milk and egg yolks. Cool in double boiler until very thick and creamy. Stir frequently. Add rest of ingredients. Cook. Use as filling between cake layers. Frost.

Frosting.
2 egg whites, beaten.
2 tablespoons butter, melted.
1 cup sifted confectioner's sugar.
1 teaspoon vanilla.
1/2 cup blanched almonds.
Mix egg whites, butter and sugar. Beat until creamy. Add vanilla and nuts. Frost top and sides of cake.

REMOVING GREASE BY ABSORPTION.

Grease may often be removed by absorption. Mix powdered French chalk or fuller's earth to a paste with water or turpentine. Spread thickly on the grease spot. Leave for several days, then brush off. Repeat if necessary.

When treating delicate fabric, which might show a water stain from the chalk application, put some cornflour on a piece of blotting paper, lay the greased material on that, and cover the spot with more cornflour. Put a piece of blotting paper on top, set a hot iron on it, and let it remain a short time. Repeat if necessary.

There is nothing better than onions for removing rust from steel. Rub the rusty part with an onion and leave the juice on for twenty-four hours, then polish the steel with bath brick and turpentine.



THE CARE OF THE HANDS.

How To Deal With Brittle Nails.

Most business girls have beautifully manicured hands. They use them constantly, are conscious of them, and are careful to spend at least two separate half-hours in the week with a bowl of hot soapy water and a manicure set.

Yet it is just this type of girl who, once she has escaped for a fortnight from the routine of office work, neglects her hands and comes back from her holiday feeling that they will never look right again.

It is not, of course, an easy job to keep the hands elegant in the country or at the sea. It is difficult, too, not to feel careless about these things, and to tell yourself that you will "have a good go at them" before you come back to town.

But care of the hands is a personal fastidiousness that can ill be spared, and the best method of keeping them trim is to adopt a simpler manicure, and stick to it. Choose preferably a powder polish for nails. In a few days you can work up a good surface that will be a distinct advantage when you go back to the liquid nail polish, of which there are many excellent brands, on your return home.

Abandon long pointed nails, too, if you do not want to look vulgar and probably get them broken into the bargain. You cannot always resist, when on holiday, doing the sort of things that infallibly break the nails, but are so well worth doing. They can always be pointed again when you come home—that is, if you have not grown to prefer the natural almond shape, which is really in better taste.

Salt water and the open air often make the nails brittle, but a little olive oil rubbed on the hands and round the cuticle at night corrects this at once. Plain olive oil, plain glycerine, an orange stick and an emery board are the principal adjuncts to the manicure set you will need on any seaside or country holiday.

THE WAIST LINE.

Waists have been assigned a high place, now dressmakers are not sure where they want them. Apparently, wide shouldered cloth frocks and coats are smartest with fitting hip-lines and fairly long waists. This design imparts a solgne air, even though one's figure is not of the slimmest. But such frocks need to be carefully fitted, and to be worn with a firm type of corset.

Often the long hip-line is finished with a belt quite high—above the normal waist—I have seen new coats of glossy clutch with such waists, providing both and a low waist-line at once.

On very short jumpers the waist is seamed quite high. Longer skirts encourage the higher waists apparently, and some frocks with jumper tops suggest separate garments.

When boiling asparagus, keep it immersed in boiling water till the very minute of serving, and so retain the deep green colour of the tips.

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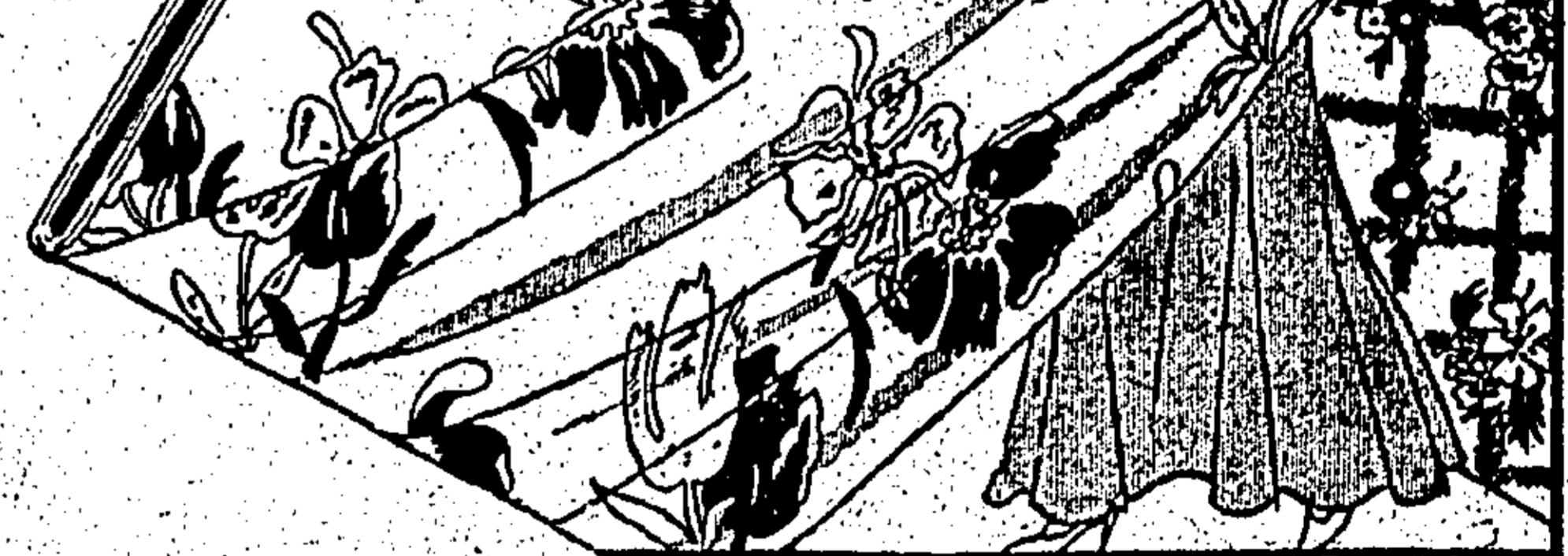
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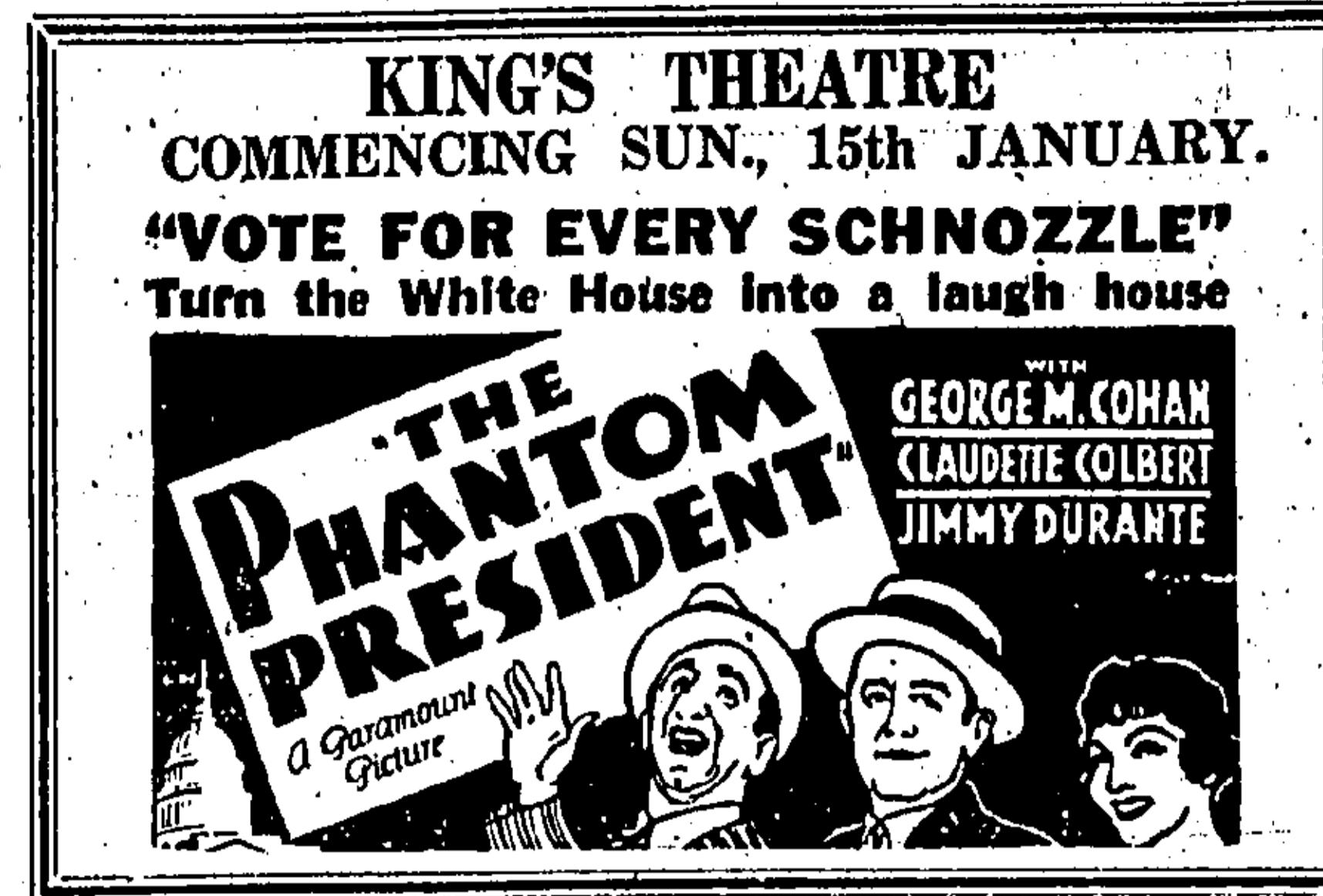
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Overland China Mail. A WHOLE WEEK'S NEWSPAPERS IN ONE.

Over 700 guests, including H.E. the Governor and Lady Peel, Major-General and Mrs. O.C. Borrett, Admiral Sir Howard Kelly, and the Rt. Rev. R.Q. Hall, Bishop of Victoria, attended the annual Ball of St. George's Society held at the Peninsula Hotel on January 6. The function was a great success, although the usual ceremonials were omitted. The Rose Room presented a brilliant scene. It was tastefully decorated with flags, the picture of the patron saint, St. George, English roses and shields depicting the arms of the counties and boroughs of England.

The Ball is reported in the OVERLAND CHINA MAIL.

* * *

Amid colourful surroundings, the ceremonial of Congregation Day was held in the Great Hall of the University of Hong Kong on January 9. His Excellency the Chancellor, Sir William Peel, K.C.M.G., K.B.E., accompanied by Lady Peel, was welcomed by the Vice-Chancellor, Sir William Hornell, Kt., C.I.E. Fifty-seven undergraduates received their degrees from the Chancellor. Sir William Hornell delivered the only speech of the Day, in which he mentioned that the University had purchased many valuable books on China from the Hankow Club for \$25,000.

A full report is given in the OVERLAND CHINA MAIL.

* * *

In the Chapel of St. John's Cathedral on January 7, the Very Rev. A. Swann officiating, the wedding was quietly solemnised between Miss Eileen Joyce Lammert, youngest daughter of Mr. George Phillip Lammert, well-known local resident, and Mr. James Edward Henry, second son of Mr. Malcolm Henry of Yokohama and Hong Kong, and local Manager of Reuters Limited.

St. Joseph's Church, Garden Road, was the scene of a pretty wedding on January 9, when Miss Geraldine "Toots" Smith, the daughter of Mr. and Mrs. J. C. H. L. Smith, of Hong Kong, became the bride of Mr. Peter Weatherdon Grant Cameron, son of the Rev. and Mrs. Ian Grant Cameron of Mere Wilts, England.

Both weddings are reported in the OVERLAND CHINA MAIL.

* * *

Mr. J. Barrow, the Civil Service cricketer and formerly Private Secretary to H.E. the Governor, together with Messrs. F. Waldorf, L. Haldane and T. Coale, all of Peking Road, Kowloon, took part in a hunt for three armed highway robbers on the Tai Po Road on January 8 evening, after a young Chinese artist and his sister had been robbed. Ng Sing-man, aged 28 years, residing at No. 89, Tai Po Road, described the affair in a report to the Police.

A story is published in the OVERLAND CHINA MAIL.

* * *

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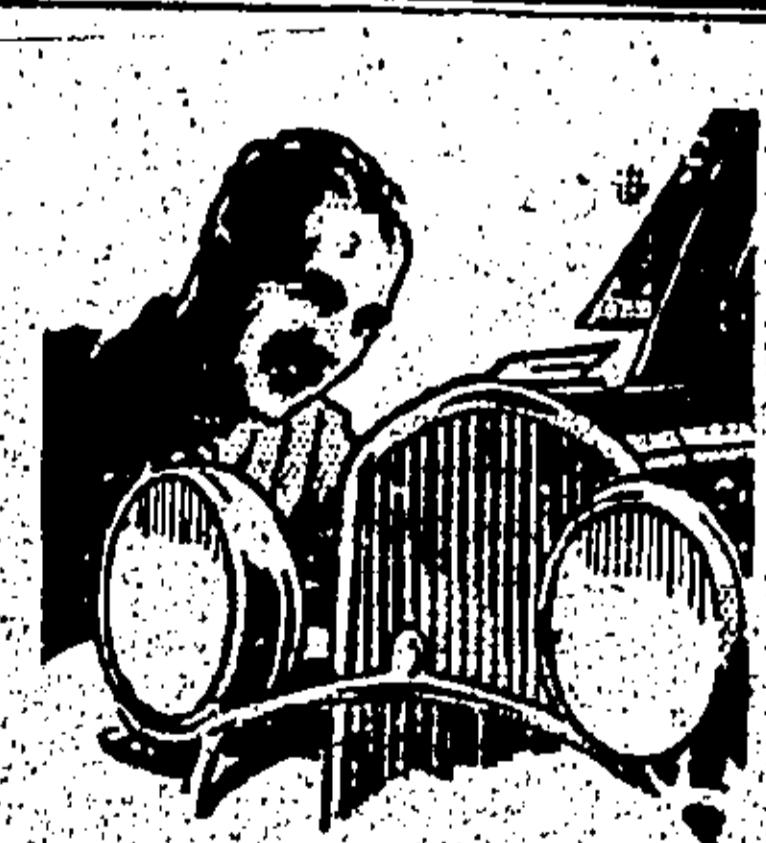
EFFECT ON BUYERS.

Never before in the history of the American nation has economy and thrift been the national watchword so much as it is to-day. It was a long time after the first warning of the danger in 1929 that the American people awakened to the fact that new conditions had to be considered, that incomes were to be reduced proportionate with the drop in business and that a readjustment had to be made in every branch of business, and home life.

The first to feel the effects of this need for readjustment was the automobile industry—America's leading industry—the production volume falling from 4,407,000 cars in 1929 to 3,036,000 cars in 1930. The following year, the decline was still more marked, the total reaching only 2,222,000 units, the lowest since 1921. Production estimates for 1932 show an even lower figure which seems to indicate a tendency on the part of car owners to continue to use their old cars. The production, therefore, of a car that would meet the reduced incomes of the American people seems to be the logical solution.

Economists who have studied the position maintain that to reach the vast market of "Economy" buyers, the chief consideration will be the initial cost, which, together with the cost for operation and maintenance will have to be unusually low. That these factors alone will not reopen the market to its fullest unless the new car also conforms to every modern conception of comfort, quality, style and performance in a foregoing conclusion.

Until now American car buyers gave little thought to economy of operation and maintenance, but to-day the factor of economy is uppermost in their minds. Previously, fuel consumption was of very little consequence; if the appearance of the car appealed to the buyer and he was reasonably sure that its performance was all that could be expected, he was satisfied. Fuel consumption will, however, have an increasing significance, and in addition to seeking a car of modern design and performance, he will want to know what distance it will do on a gallon of fuel and will choose the car that will give him full value for the money he spends.



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THE MOTORISTS' PAGE

Prevention Of Road Accidents Mechanical Efficiency And Human Element

THE GROWING PERIL

Grave concern is expressed on all hands at the growing perils of the streets and highways of this country.

It is but natural that the anxiety occasioned by the heavy toll of life due to vehicular mishaps should lead to a variety of misconceptions concerning their cause, and to a great many polemic outbursts from the representatives of one or other of the several parties concerned.

In all that concerns the social habits and relationships of mankind there will always be a conflict of opinion regarding the desirability of evolutionary phases. What is progressive to some will appear retrograde to others; change is held to connote decay; liberty is confused with licence, and the acceleration in our mode of life, and home life.

It is but natural that the anxiety occasioned by the heavy toll of life due to vehicular mishaps should lead to a variety of misconceptions concerning their cause, and to a great many polemic outbursts from the representatives of one or other of the several parties concerned.

1. Those in charge of vehicles.
2. Those concerned in the designing, maintenance, and government of thoroughfares and continuous buildings, whether local authorities or private persons.

3. Adult pedestrians.

4. Parents, guardians, teachers, and others responsible for the training of children.

A fifth category may perhaps be recognised—the people engaged in the manufacture, repair, storage, and maintenance of vehicles.

Broadly speaking, the behaviour of each of these classes should be governed by the one quality—common sense. The exercise of this faculty alone would in a short time eliminate the greater part of existing road hazards, but it is, unfortunately, the case that very many people, whose conduct in other respects may be unexceptionable, frequently and persistently behave in a most irresponsible manner in regard to their obligations to fellow road users, and it is therefore desirable to particularise regarding the precautions which should be observed by the various parties affected.

Obligations of the Motorist.

The obligations of the first class are heavy and diverse. The first duty of a motorist, cyclist, or anyone in charge of a mechanical vehicle, should be to make sure that it is in proper order, and that it is in every way fit to take the road.

So far as possible, any work that has been carried out by maintenance employees should be looked at in order that the driver himself may know that there is no defect.

Obligations of the Cyclist.

The obligations of the first class are heavy and diverse. The first duty of a motorist, cyclist, or anyone in charge of a mechanical vehicle, should be to make sure that it is in proper order, and that it is in every way fit to take the road.

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MOTOR FUEL FROM RUBBER.

Kuala Lumpur Tests.

Preliminary tests of the Braden-Kendall motor fuel made from rubber have been carried out in Kuala Lumpur. An official test will, it is understood, be carried out shortly by the Automobile Association of Malaya in conjunction with the Malayan Estate Owners' Association.

The matter was discussed at this morning's meeting of the M.E.O.A. in Kuala Lumpur.

The preliminary tests of the new rubber fuel indicate that in certain respects it is superior to petrol.

In this connection, the Malay Mail has received the following letter:

"I learn that recent tests in Kuala Lumpur of the Braden-Kendall motor fuel made from rubber showed that not only does this new fuel work but that, despite its crude state, its performance is actually better in some respects than that obtainable from ordinary petrol. Respects in which it is better are, I believe, in consumption and freedom from pinking and if the tests to which the A.A. of Malaya are reported to be about to subject it prove that it would make a good fuel for cars it would seem that this discovery opens up an avenue for investigation with regard to rubber restriction."

Two Birds With One Stone.

"It appears that restriction on a quota system, as the Stevenson scheme, is impracticable for several reasons, of which the chief is that the Dutch could not adopt it, which other forms necessitating the holding off the market of a percentage of the output, or destroying rubber produced in excess of export allowances are evidently not acceptable. If, however, the interested Governments were to purchase 'restricted' rubber at five cents per lb., and manufacture petrol from it, Malaya and the D.E.I. could then have cheap petrol and, at the same time bring prosperity to the rubber industry."

"Since the restriction involved would be restriction of export and not of production it would no doubt be possible successfully to introduce such a scheme in the D.E.I. and in Malaya."



THE NEW OPEL—Product of General Motors—so attractive—so different—so good—in fact you will wonder why you have not sooner realized the fact that **THE NEW OPEL** offers maximum value for money...

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SAVING THE BATTERY.

Much expense and trouble can be avoided by proper care and inspection of the battery at regular intervals. Have the battery regularly inspected once a month or more often. See that the terminals are clean, using a knife to remove the acid deposit. Then coat the terminal with vaseline or a similar substance, before fastening the battery connections. Keep the water (distilled) in the battery to the recommended level which should be checked weekly. Do not drain the battery. If the terminals are dirty, clean them with a wire brush. If the terminals are broken, renew them. If the battery is not being used, disconnect it from the circuit. If the battery is not being charged, do not connect it to the circuit.

THE DRAGON MOTOR CAR CO. LTD.

Telephone 30228.
13, Wong Nai Chung Road,
Happy Valley.

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Annual subscription, excluding postage abroad, H.K. \$36, payable in advance.

Overland-China Mail
Published every Friday. Annual subscription, H.K. \$13, including postage \$10, payable in advance.
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Twenty-five words three insertions prepaid \$1.50. Every additional word five cents for three insertions.

All replies under this heading must be called for.

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WANTED Immediately, European Girl (preferably experienced) to take care of boy of 5 years, Peak District. Apply Box No. 746, c/o "China Mail."

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Wanted a Chinese partner with small capital to finance good business prospects. Only interested party need apply to Box No. 749, c/o "China Mail." Replies treated confidentially.

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UNDERTAKE to repair all kinds of radio sets, gramophone radio combinations, etc. Modern radio test equipment used results in speedy, scientifically accurate service that costs no more than ordinary guess work. We modernize old sets, revive dead radios, rewind burnt-out transformers, install aerial, in fact anything radio. Also dealer in radio sets and parts. We will supply all your wants, phone, write or call we will be your service. Phone 56551, SALLEH RADIO SERVICE, 496, Nathan Road, Kowloon.

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FOR SALE—At very cheap prices two portable Gramophones, two Loudspeakers, one Binocular 6 x 30; one Camera 6½ x 9; one Gramophone Record Box. Please write G.P.O. Box No. 574.

110, THE PEAK (Mountain View) 5 Rooms, Modern sanitation, vacant February 14 next. May be seen by appointment apply Lowe, Bingham & Matthews.

"COASTWISE"—An interesting book of cartoons depicting "Happenings" on the China Coast. Price \$1, on sale at the "China Mail" offices, 3A, Wyndham Street.

FOR SALE—Hong Kong & Directory now on sale at the offices of the Publishers, 3A, Wyndham Street.

AN INTRODUCTORY HISTORY for schools by A. H. Crook, W. Kay, and W. L. Handyside. Price \$1, on sale at the publishers, Newspaper Enterprise, Ltd., 3A, Wyndham Street.

TYPHON MAP of the CHINA SEA. The Landman's Handy Guide to locating the Centre of the typhoon. Price 50 cents. Newspaper Enterprise, Ltd., "China Mail" Office, 3A, Wyndham St.

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THE HONG KONG JOCKEY CLUB

Annual Race Meeting, 1933.

Entries Close Saturday, 14th January, at 3.00 p.m.

OWNERS are reminded that entries for the Annual Race Meeting, 1933, must be in the hands of the Secretary on or before the above date.

By Order of the Stewards,
C. B. BROWN,
Secretary,
Hong Kong, 9th January, 1933.

NOTICE.

I HAVE This Day opened my office as a Solicitor, Notary Public, Proctor, Conveyancer, Patent & Trade Mark Agent under the style of DENNYS & COMPANY. My temporary office will be Chung Tin Building, Des Voeux Road, Central, First Floor.

Dated the 3rd day of January, 1933.

H. L. DENNYS.

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ROLLIEFLEX CAMERAS

The cameras that take 12 exposures on a roll-film.

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AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction
ON
THURSDAY, January 12, 1933,
commencing at 5.15 p.m.
at their Sales Room,
Duddell Street,
A Fine Collection of
VALUABLE POSTAGE STAMPS
(including rare Siam, old Europe,
Hong Kong and China).
On View from Wednesday, January 11, 1933.
Terms: Cash on Delivery.

LAMMERT BROS.,
Auctioneers,
Hong Kong, January 5, 1933.

THE Undersigned have received instructions to sell by Public Auction

ON
FRIDAY, January 13, 1933,
at 12 o'clock noon,
at their Sales Room,
4, Duddell Street,
(for account of the concerned)

1 Case Fancy Suitings
2 Cases Melton
2 Cases Hat Bodles.

Terms: Cash on Delivery.

LAMMERT BROS.,
Auctioneers,
Hong Kong, January 11, 1933.

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Auctioneers,
Hong Kong, January 11, 1933.

HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:

Island	Feet
Victoria Peak	1,822
Signal Station	1,774
Mt. Parker	1,784
Mountain Lodge	1,722
The Eye	1,720
Peak Hotel	1,805
Tai Kok Sanatorium	1,900
Ms. Davis	877
Bowen Road (Inter-Sets)	297
Mainland	Feet
Talmochan	8,124
Kowloon Peak	1,871

TYPHON MAP of the CHINA SEA.

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MISCELLANEOUS.

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ROUND HONG KONG'S CINEMA THEATRES

MAIL REVIEW

"UNASHAMED"—QUEEN'S THEATRE.

A sensational murder trial is a fitting climax to Metro-Goldwyn-Mayer's film "Unashamed" which is the current attraction at the Queen's Theatre, and in which Helen Twelvetrees takes the leading role. The film is taken from a mystery thriller by Bayard Veiller.

Miss Twelvetrees plays an heiress who in her mad chase for thrills meets a fortune hunter in the person of the "four-flushing" son of an old German grocer. Through the association she finally is placed where she must choose between her brother's life and her own public dishonour, in a murder trial.

Robert Young, Lewis Stone, Jean Hersholt and John Miljan are in the cast.

MAIL REVIEW

"LILY CHRISTINE"—KING'S THEATRE.

"Lily Christine," the latest Paramount British picture which is now showing at the King's Theatre, is an outstanding achievement.

The title role is played by Corinne Griffith and no better choice could have been made.

Colin Clive who is making his first appearance in an English film, is excellently cast as Rupert Harvey, who through a motor breakdown is inveigled into one of the strangest dramas that could occur in English society. His clear speaking-voice and sympathetic acting will undoubtedly make this talented artiste as popular on the screen as he is as a stage celebrity.

The remainder of the cast, which includes Margaret Bannerman, Anne Grey and Miles Mander, are all well chosen for their respective roles.

MAIL REVIEW

"SCOTLAND YARD"—ORIENTAL THEATRE.

Edmund Lowe's splendid portrayal of a gentleman crook is an outstanding feature of Fox's exciting drama "Scotland Yard" now showing at the Oriental Theatre. Joan Bennett is the leading lady, while Halliwell Hobbes also gives a good characterisation in the role of a detective. There is much interest in the film, which is well worth seeing!

MAIL REVIEW

"THE FIRST YEAR"—MAJESTIC THEATRE.

Janet Gaynor and Charles Farrell together are always the best possible bets for an evening's entertainment, but when they are given material in keeping with their talents, they become the brightest stars that shine.

This is forcefully and delightfully borne out at the Majestic Theatre where the Fox comedy drama, "The First Year," is now showing.

MAIL REVIEW

"THE BEGGAR STUDENT"—STAR THEATRE.

Adapted from the world famous operetta by Carl Millock, "The Beggar Student" is the current attraction at the Star Theatre. Shirley Dare, Lance Fairfax and Jerry Verno head the cast. Lifting music and gay songs, mingled with romance and comedy, make this film quite interesting.

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RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 855 metres (845 K.C.'s):—

5-6 p.m.—European programme.

6-6.18 p.m.—A relay of the Revellers' Dance Orchestra from the Hong Kong Hotel Roof Garden by courtesy of the Management (During the intervals recorded music will be broadcast from the Studio.)

6-8 p.m.—A programme of Victor & Brunswick records.

6-6.18 p.m.—Daphnis et Chloe—Suite No. 2 (Ravel)

Boston Symphony Orchestra under the direction of Serge Koussevitzky 7143/7144.

6.18-7 p.m.—Variety.

Vocal Duet—

I Don't Mind Walkin' in the Rain

I Wonder How It Feels

Cotton and Morphew 4875.

Gems—

The Band Wagon

Victor Young and the Brunswick Orchestra 6172.

Song—

I Cried for You

I Can't Believe That It's You

Connie Boswell 6267.

Orchestra—

Bohemian Romance

My Memories

The A. & P. Gypsies 4903.

Humorous Trio—

Someone Stole Gabriel's Horn

Jig Time

</

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Insist on "WHITBREAD'S" — It is a Tonic.

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Latest designs in Lingerie, White Fur Evening Coats and Capes. Linens, Curios, Jewellery.

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ROSE ROOM

Special
Gala
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ENTERTAINMENT
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MISS RITA BELL
Accomplished
Soprano
in
Song Recitals
and
Pianologues.

SATURDAY, 14TH JANUARY
8.30 P.M. till 1 a.m.

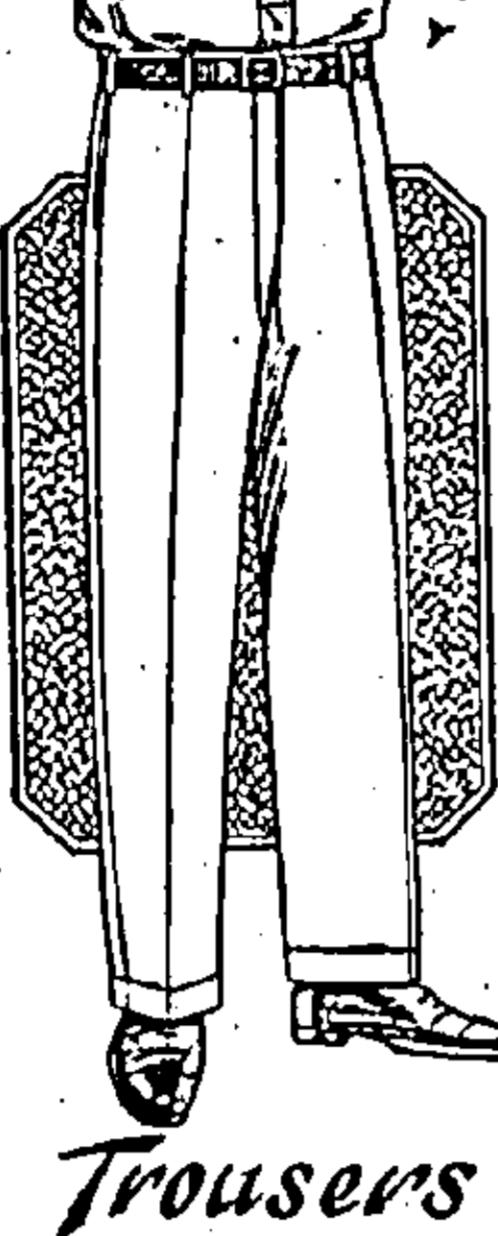
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Ready to Wear.



Men's
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Well cut and made from good
quality Grey Flannel. All usual
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SPECIAL
SALE
PRICE

\$8.50 Pair

BETTER QUALITY
\$12.50 Pair.

SLIPOVERS &
PULLOVERS

Trousers \$5.50 to \$12.50.

MEN'S OUTFITTING DEPT.
WHITEAWAY LAIDLAW & CO., LTD.

DR. J. E. H. COGAN
P.P.C.

The China Mail.

Hong Kong, Thursday, Jan. 12, 1933.

An American Inquiry Into War Debts.

At a moment which must seem most opportune the Brookings Institution of Washington has just published a valuable study on "War Debts and Prosperity." Attached to the Institution is an Institute of Economics, founded by the Carnegie Corporation, but administered by an independent board of trustees with the declared purpose that "the Institute shall be conducted with the sole object of ascertaining the facts about current economic problems and of interpreting these facts for the people of the United States in the most simple and understandable form;" and the book just issued is an attempt by the Institute to fulfil this purpose so far as concerns the problem of inter-Governmental debts resulting from the War. It follows several previous studies published at different stages, and is a synthesis of all the Institute's earlier work on the subject extending over a period of ten years. It was put in hand after the Lausanne Conference, when the time seemed to have arrived for a restatement of "the principles upon which sound adjustments must eventually be based." The Institute has no doubt what those principles must be. Throughout the book, which is a closely reasoned and well-documented work of nearly 500 pages, the fundamental truth is emphasized that international payments can only be made in goods and in services; that a creditor nation can only be paid if it is willing to accept an adverse balance of trade; and that debtor countries can only pay if they have a net surplus of exports over imports. In this connexion, it calls attention to the fundamental contradiction between the fiscal policy of the United States, which has been to secure payment, and the trade policy which has made payment steadily more difficult. It explains how the attempts to transfer large sums from one currency to another have dislocated the exchanges, have strangled international trade, and have been largely responsible for the second stage of the depression ushered in by the financial breakdown of Central Europe in the first half of 1931. Examining the effect of a possible remission of War debts upon the American tax

payer, it points out that the depression reduced the yield of Federal revenues from \$4,033,000,000 in the year 1928-29 to \$3,817,000,000 in 1930-31, and says: "What has not been seen in contemplating the fiscal problem is that the losses to the Treasury from a remission of the debts would undoubtedly be greatly outweighed by the gains which would accrue to the Treasury with the recovery of business activity." The conclusions to which the Institute has been brought by its long study of the problem are:—1. A complete obliteration of all Reparation and War debt obligations would promote, rather than retard, world economic prosperity; and 2. The collection of these inter-Governmental debts would be economically detrimental, rather than beneficial, to the creditor countries."

The Eleventh Hour.

If and when the twenty-four four clock face comes into general use, the English language will lose a striking phrase. It will then be the lot of teachers, and perhaps ultimately of antiquaries, to explain to new generations the wealth of meaning that an expression so far as concerns the problem of inter-Governmental debts resulting from the War. It follows several previous studies published at different stages, and is a synthesis of all the Institute's earlier work on the subject extending over a period of ten years. It was put in hand after the Lausanne Conference, when the time seemed to have arrived for a restatement of "the principles upon which sound adjustments must eventually be based." The Institute has no doubt what those principles must be. Throughout the book, which is a closely reasoned and well-documented work of nearly 500 pages, the fundamental truth is emphasized that international payments can only be made in goods and in services; that a creditor nation can only be paid if it is willing to accept an adverse balance of trade; and that debtor countries can only pay if they have a net surplus of exports over imports. In this connexion, it calls attention to the fundamental contradiction between the fiscal policy of the United States, which has been to secure payment, and the trade policy which has made payment steadily more difficult. It explains how the attempts to transfer large sums from one currency to another have dislocated the exchanges, have strangled international trade, and have been largely responsible for the second stage of the depression ushered in by the financial breakdown of Central Europe in the first half of 1931. Examining the effect of a possible remission of War debts upon the American tax

HERE, THERE and EVERWHERE

Devil Worshippers of Irak. Irak is the first country to have been admitted into the League of Nations before its boundaries were definitely demarcated, for the frontier between Syria and Irak from 1920 up to the present has been a temporary one, observed only for purposes of administration.

At last, an international commission has laid down a revised border. The chief feature of its recommendations is that that quaint people known as the Yazidis, or devil worshippers, are to be included wholly in Irak. Hitherto that section living in the Jebel Sinjar has nominally been half in Syria and half in Irak.

This must be gratifying to Irak, whose treatment of minorities has been viewed in some quarters with suspicion.

Syria, however, has received distinct strategical advantage in the northern part of this disputed territory, where she is to keep Kara Chok.

* * *

Flying Taxi-Drivers.

The formation of a Taxi Drivers' Flying Club is under way. It has come into existence under the wing of the Taxi Drivers' League, which has a membership of 7,000.

Mr. H. C. Manning, who is taking a leading part in organising the Flying Club, told me that they already have a nucleus of one hundred members. It is hoped to develop on the lines of the L.G.O.C. Sports Association Flying Club, which was formed last year. The 1,200 members of the L.G.O.C. Club pay a weekly subscription of 6d. They started with one machine, and now have two, which use in turn each of four London aerodromes as their base.

Your Daily Smile.

TACT. In the language of flowers lilies of the valley are said to mean "I need money." I hear that many tactful tailors are printing reproductions of these blossoms on their hilt-heads.

Their Great Ambitions.

The small boy—to have a puff-puff; the small girl—to have a puff-puff.

* * *

IN A FIX.

The film actor who was told to put a little life into his dying.

* * *

AS ALWAYS.

An ex-heavyweight boxer has taken up pig-farming. Still earning a living with a pen.

* * *

MEMORIES.

Fittings in the house of a Hollywood film actress are made of gold. All the curtains are hung on her former wedding rings.

Facts You Did Not Know.

A grate has been invented for gas stove burners that drains away liquids from utensils that boil over and prevents the flames being extinguished.

A Japanese oil company has succeeded in producing gasoline from an oil field in Formosa, where deposits of gas are believed to be inexhaustible.

Five transport pilots in the United States have records of more than 10,000 hours in the air and about 300 have each flown more than 5,000 hours.

New airplanes are being built that will carry ten passengers and their baggage, two pilots and 400 pounds of mail across the United States in five hours less than the present schedule.

Gulf that still yawn between promise and performance. The tragedy of that eleventh-hour period in the individual life is precisely that no one knows when the eleventh hour is. Will it strike next year, or to-morrow? Or has it possibly already gone unnoticed into the limbo of dead sound, leaving us about to hear the clang of the fateful twelve? These are questions that no man can answer, either for himself or for another. The lesson is as clear to see as it is hard to learn. Stern precept though it may be, every note should be met, and lived as though it were the eleventh itself.

CAREER OF JOSEPH CHAMBERLAIN

A PLEASING CHAPTER IN POLITICS

BIRMINGHAM'S DEVOTION

(By the Very Rev. Dean Inge, D.D., Dean of St. Paul's.)

The career of Mr. Joseph Chamberlain (who in the rest of this article will be named without prefix, since he has become part of national history) superficially resembles those of other notable demagogues who, after terrifying or shocking all men of moderate views and driving Conservatives into a state of apoplectic fury, and as quite moderate Liberals and defenders of the social order against revolution.

At last, an international commission has laid down a revised border. The chief feature of its recommendations is that that quaint people known as the Yazidis, or devil worshippers, are to be included wholly in Irak. Hitherto that section living in the Jebel Sinjar has nominally been half in Syria and half in Irak.

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He was essentially a man of action and a born fighter. He hit hard, but he does not seem to have been vindictive; and, like other great organizers, he knew how to win the loyalty of his subordinates. There were no strikes in his works.

Acrid Nonconformity. Like several other distinguished Victorians, he came of a strongly Nonconformist stock; one of his ancestors was ejected from his living at the Restoration after the Great Rebellion. Nonconformity at that time was acrid and bitter; some of its grievances were genuine.

One of the first causes which young Chamberlain took up was a controversy about education against the Established Church. These unifying squabbles went on for many years, with no credit to either party. Gladstone was a Chancellor of the Exchequer after their own heart. In his later administration the poor old man was nearly torn in pieces by the violent discords within his Cabinet; no man ever lived who was so well able to gloss over the contradictions in his own mind.

(Continued on Page 11)

News In Brief.

The wedding is announced between Major Glynn Evans, of Harbour View, Kowloon, and Miss Margery Mackintosh, Penalt, Sketty, Swansea, en route for Hong Kong per s.s. Corfu.

Up to 4 p.m. yesterday, the time set, no nominations had been received for the two seats on the Licensing Board held by Mr. J. Owen Hughes and Mr. H. B. L. Dowbiggin, relations between the Church of England and the Free Churches having been steadily growing more cordial.

Another early prejudice which Chamberlain shed was republican. His friend Dilke went further than he did, but one or two of his utterances were gravely displeasing to Queen Victoria. To-day the working-man, who enjoys a little picturesque ceremonial, would no more think of attacking the Royal family than of throwing stones at the Lord Mayor or shooting the lions in the Zoo.

Chamberlain entered Parliament for the first time, after many years of municipal office in Birmingham. His work in cleaning up that great city, which he found full of nosiness slums, inhabited by people who, through no fault of their own, were little better than savages, and left a model of good government not only to Great Britain, but to the civilised world, is perhaps the most remarkable chapter in his life, and certainly the one to which his friends could point with the most unqualified admiration.

To a student of vital statistics like myself, the page of this book which gives the comparative tables of mortality in the poorer parts of Birmingham before and after

VERNACULAR MIDDLE SCHOOL

MR. DE MARTIN PRESENTS PRIZES

MR. WOO'S ADDRESS ON CHINESE LITERATURE

The prizegiving of the Vernacular Middle School took place this morning. The Director of Education, Mr. G. P. de Martin, presented the awards, and after the Headmaster had read the report, Mr. H. K. Woo, LL.B., gave an interesting address on Chinese literature.

Among those present on the platform were Mr. Y. P. Law, Inspector of Vernacular Schools, Mr. Lo Hei-tong and Mr. Fung Ping-wa.

Reading the report, the Headmaster said that with the closing of 1932 the school had passed the 7th year of its history. During the year they had welcomed the appointment of Mr. Chow Tung-sang and Mr. Fung Ping-wah as Hok Tung of the school.

The year had also witnessed a little change in the staff. Mr. Mak Kai-hung had left at the end of January and his work has been successfully taken up by Mr. Tsui Hung-ke, an Arts graduate of the University. Mr. Leung Kwong-chiu joined the staff in January, but was leaving the colony at the end of this month.

The maximum enrolment of the year was 251 against 262 in 1931 and 255 in 1930. The average daily attendance was 215.04 or 85.67 per cent., the number of school boys being 225.

They had been fortunate in the sphere of sports. For the 4th time the Senior Volley Ball Team retained the title of Runners-up for the Senior Championship of the Hong Kong School League.

Increasing enthusiasm had been shown in practising Basket Ball and Football.

Health Good.

In spite of the unfavourable surroundings the health of the school had been satisfactory on the whole. Very few boys had been absent on medical grounds.

The report concluded with an expression of thanks to the prize donors.

Chinese Literature.

Mr. Woo said:—"Recollecting my excursions in Chinese scholarship, and looking at the matter in the light of my life's experience, I will, in a few words and for what it is worth, give you the opinion which I have formed on the subject."

"Since the commencement of the Republic, the average man has become imbued with the idea that unless we Chinese adopt Western ways we cannot make any headway in this world. The Chinese have therefore been vying with one another in their endeavour to learn English; and as time goes on there have been less and less students in Chinese, and more and more students in English.

"Now, keenness in the pursuit of scientific knowledge and a desire for acquaintance with Western ideas, are a healthy sign. Often it amounts to rejecting what is unfit by adopting what is efficient. It must be remembered, however, that the history of the Chinese people covering thousands of years, their literary monuments, and the traditions and customs of China, in short everything which forms part and parcel of the Chinese civilisation, are only to be found in Chinese books and can only be understood by those who study the Chinese language.

"Unless we dig into the literary remains of eminent Chinese writers, and endeavour to get at their true interpretation, we cannot hope to be able to appreciate their true significance. We are most grateful to the educational authorities in this Colony for encouraging the study of Chinese in a locality where the study of English is becoming almost universal.

Material Gain.

"It has been said of the Chinese language that it is a difficult subject to learn, and the reason for such assertion is not far to seek. Many there are who have assiduously tackled the subject for a decade without becoming tolerably proficient in it. On the other hand, three or four years in an English school will qualify a Chinese youth for some situation and enable him to earn a living. Now,

Correspondence.

Examination Protest.

To the Editor, "China Mail":

The Local Junior Civil Service Examination began on the 9th instant at Queen's College with a piece of dictation. The manner under which the dictation examination was conducted, could I think find no precedent elsewhere. The writer's view is shared by many experienced educationalists.

Altogether there were about four hundred candidates sitting for the examination, and they were assembled in the great hall of the College to be examined at the same time only by one man, whose voice was nothing but ordinary, and who during the whole time stood on the far-end platform shouting to the huge crowd without any assistance whatsoever in his work, he being the sole examiner in the spacious hall.

Only the fortunate minority of the competitors, who sat near the examiner, could hear him clearly. Very many candidates complained bitterly. I am inclined to think that the Colonial Secretary will have sympathy with these poor young people.

Thanking you for your valuable space and enclosing my card.

"JUSTICE."

NOTABLE VISITORS IN COLONY.

Sir Miles Lampson And Sir Eric Teichman.

Sir Miles Lampson, K.C.M.G., C.B., M.V.O., British Minister to China since 1926, arrived in the Colony this morning on board the P. & O. liner Naldera, on his way to Shanghai. He is accompanied by Miss C. Lampson.

Sir Miles entered the Foreign Office in 1903, and was Secretary to the Garter Mission, Japan, in 1906. He was acting British High Commissioner in Siberia in 1920.

Sir Eric Teichman, K.C.M.G., C.I.E., Chinese Secretary to H.M. Legation at Peking since 1924, who was knighted in the New Year's Honours' List, was also a passenger on the Naldera. Sir Eric is accompanied by Lady Teichman, and they are en route to Shanghai.

At Government House.

Sir Miles Lampson is staying at Government House as the guest of H.E. the Governor, Sir William Peel, until January 15, when he will pay a short visit to Canton. On his return, Sir Miles will proceed to Shanghai.

Personal Pairs.

The Dowager Countess of Seafield, was among the passengers who arrived in Hong Kong this morning from London aboard the P. & O. s.s. Naldera.

Messrs. J. Brennan, J. Bright, M. Murphy, A. Nicoll, and T. K. Whelan, of the Hong Kong Police Department returned from Home leave on board the liner Naldera, which berthed at the Kowloon Wharf this morning.

Dr. W. B. A. Moore Deputy Director of Medical and Sanitary Services, accompanied by Mrs. Moore, returned to the Colony from London on board the s.s. Naldera to-day.

Class Prizes.

Middle Class IV. year:—Lui King-tung, Wai Po-yam.

Fung Ping-shan Scholarships:—Lui King-tung, Tso Chung-chiu, Chow Choi, Kwok Chu-shing, Hon Tze-chiu.

Concluding his address, Mr. Woo paid a tribute to the efficient teaching of the Headmaster, Mr. Li, and his staff.

PRIZE LIST.

Normal Certificates:—Lau Hing-cheuk, Lau Kwong-hon, Leung King-mau, Tong Chung-kok.

Fung Ping-shan Scholarships:—Lui King-tung, Tso Chung-chiu, Chow Choi, Kwok Chu-shing, Hon Tze-chiu.

Chinese—Middle Class I. year:—Chau Choi, Wong Chiu-him, Wai Chiyan.

Middle Class I. year:—Chau Choi, Kwan Shiu-kim, Li Hin-kei, Li Cheung-po.

Normal Class II. year:—Lau Hing-cheuk, Tong Chung-kok, Fun Man-fai.

Normal Class I. year:—Wong Shiu-lut, Chung Kwok-choi, Tsui Kam-wing, Wong Shiu-lut.

H.P. Class III. year:—Wan Tin-hung, Tung Wan-tat, Luk Tat-chuen, Wan Tin-hung.

H.P. Class II. year "A":—Wai Pokwal, Ho Chi-wah, Li Seung-ning, Wai Po-kwai.

H.P. Class II. year "B":—Chan Chung-kam, Yeung Shiu-jin, Loh Wang-yuen, Chan Chung-kam.

H.P. Class I. year "A":—Tao Sui-tuen, Chu-Chin-cheung, Yuen Kam, Leung Hing-lau.

H.P. Class I. year "B":—Pau Yee-huen, Chow Chen-shu, Fung Shiu-sheung, Fung Kwok-chung.

Subject Prizes: English—Middle Chen-kai, Yu Kla-za.

To-Day's Short Story.

PATTERSON'S LUCK

By Rolf Bennett.

ALMOST spent with his long battle against the waves, John Patterson was on the point of giving up the struggle when, borne upwards on the bosom of a great roller his despairing eyes caught sight of a vessel just ahead of him. He was too exhausted to shout, besides which, the vessel being to windward of him, even a strong voice could scarcely have carried as far.

Nevertheless, the knowledge that succour was almost within reach revived his wan energy and lent him fresh courage. Besides,

it seemed unreasonable to suppose that, after escaping the fate of his shipmates, who, to a man, had been sucked down in the vortex caused by their sinking ship, he

should be beaten with rescue actually in sight. So he struck out doggedly, breasting the huge combers that swept down upon him with their foaming white mares of wind-whipped spray. His great

fear now was that the vessel ahead,

though under bare poles, would drift faster than he could swim and so disappear into the approaching night.

He soon discovered, however, that he was gaining on her and, as he drew nearer still, that she was anchored bow and stern. Encouraged by such an extraordinary piece of luck, he redoubled his efforts till at last, breathless and spent, he reached the bower-anchor cable and clutched at it. Setting

a foot in one of the links he was able to rest for a moment before starting to swim up the cable.

It was near dark now, and he marvelled at his amazing good fortune in having seen and reached this vessel in the falling light. Things did not usually happen that way for John Patterson; on the contrary, "Patterson's luck" had been synonymous among his shipmates for any particularly evil stroke of fortune.

Presently, having recovered his breath, he proceeded to climb up the cable. Reaching the bulwarks, he dragged himself over them and tumbled to the deck, where he lay for a while almost unconscious with fatigue.

TO-MORROW'S STORY.

To-morrow's short story will be "Dearth's Farm," by Gerald Bullitt.

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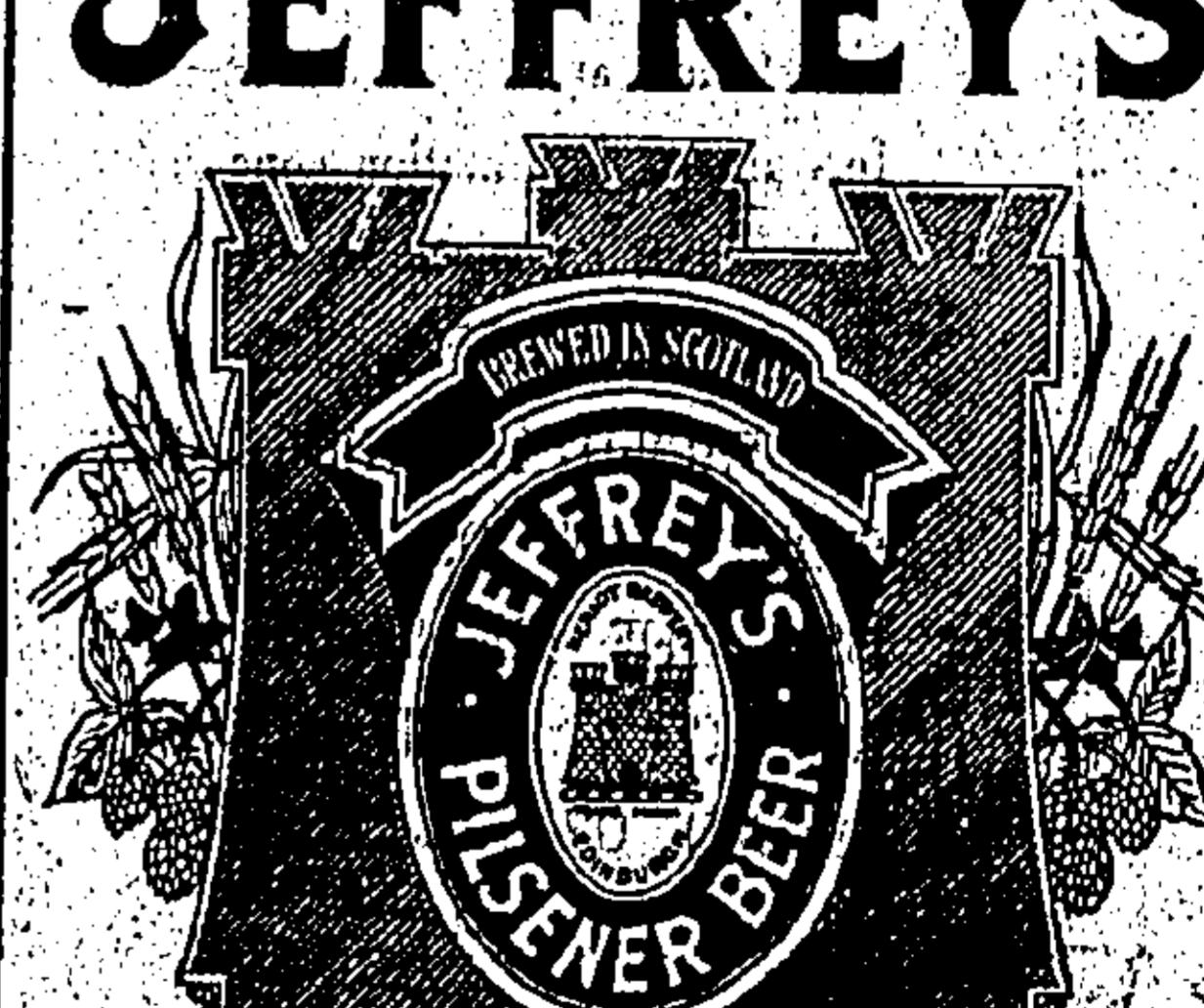


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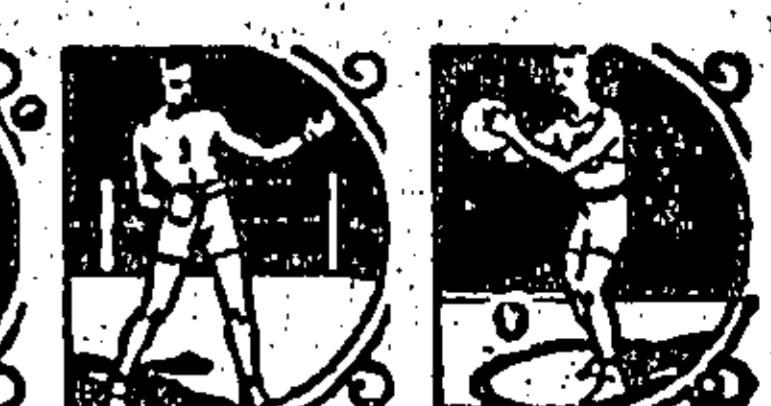
WEATHER FORECAST

North-east winds, frosty clouds, scattered in the west. Report issued from the Royal Observatory to-day. Details omitted.

(Continued on Page 10.)



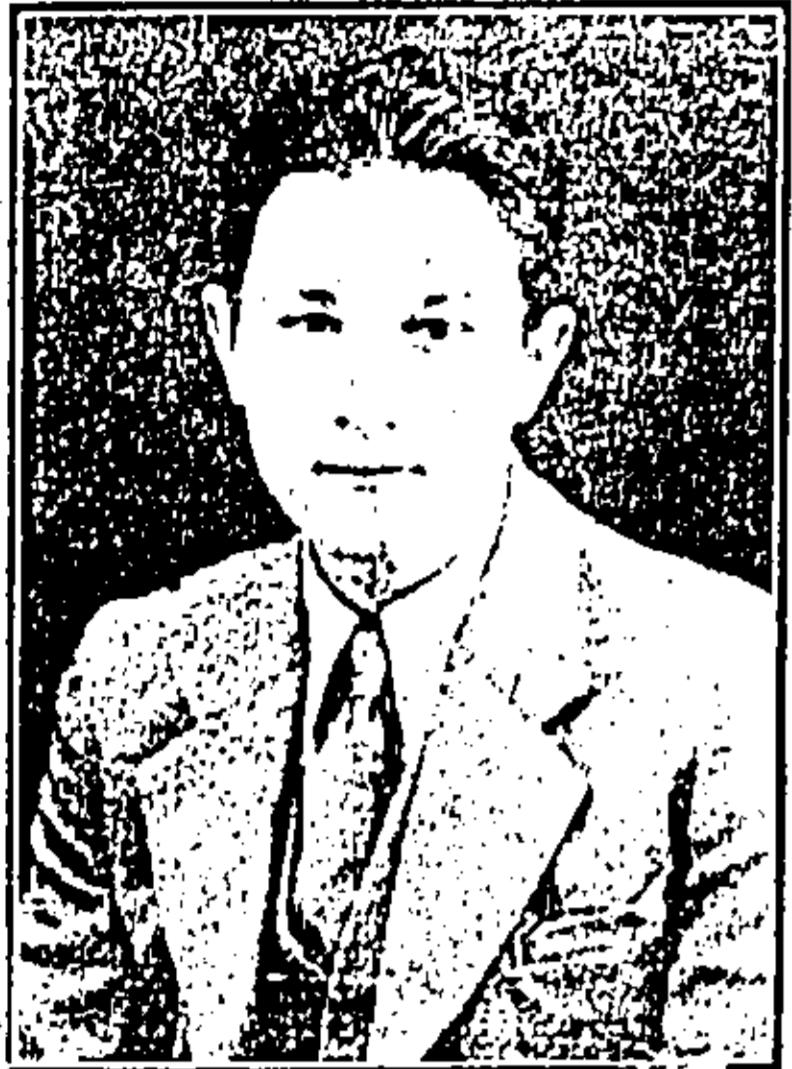
SPORT PAGE



Soccer Personalities

D. Leonard.

(St. Joseph's)



D. Leonard one of the players selected by the St. Joseph's Football Club to visit Manila this month to take part in football games during the Carnaval Week, has a remarkable football record.

Commencing his football career at the early age of 13, Leonard later played for St. Joseph's in the Third Division with marked success.

He was later promoted to the premier eleven, and has since toured Siam with a Combined Chinese team.

Leonard has always played for St. Joseph's and has played in the centre forward position with considerable success, being leading goal-scorer in the Saints' team for the past three years.

He will together with the Gosano brothers be the most marked man on the field in the games against teams in the Philippines.

FOOTBALL OFFENDERS SUSPENDED

Three Cases Before The H.K.F.A.

The following cases of football offenders came up before the Emergency-Sub-Committee of the H.K.F.A. yesterday evening at the Hong Kong Football Association's Board room and received the following penalties:

Tam Kong-pak, who was ordered off in the match between South China and the Navy, was suspended for two weeks with effect from January 10.

Tang Ching-pak, the captain of the Chinese Athletic, whose name was taken because he refused to disclose the names of two of his players who left the field without the referee's permission, was suspended for three weeks from December 30.

Wong Cho-lok, who was ordered off for a foul in the Third Division game last Saturday between South China and the Radio, was suspended until February 28.

The Blake & Baldry Partnership

Selection Committee Faced With Difficult Problem

"ANDY" DUNCAN SHOULD BE IN THE SIDE

(By Outside Left.)

TO-DAY'S Interport Trial should prove a very good test for the Selected Eleven, who have been pitted against the Navy. The Navy, although by no means the best team in Hong Kong, always give a good account of themselves, and can be relied upon to give the trial team a good fight.

Both teams are almost of the same strength, although the trial team have a better defence.

The team selected is about the strongest the Colony have put out for some time, but this team is by no means final. The Selection Committee will experiment this afternoon with the defence and the left wing of the forwards.

Hill, who has been chosen in preference to A. V. Gosano in the centre forward position, is an excellent man for the position and fully deserves his trial. His play is good and his passes out to the left wing for South China.

SOUTH CHINA PLAYER INELIGIBLE.

It is regretted all round that the brilliant Chinese trio, Ip Pak-wa, Fung King-cheong and Tam Kong-pak, are still residents of Canton and therefore ineligible for Interport honours.

Fung King-cheong and his two inside men have already played in Interport Football, but they cannot do so this year as they reside in Canton, and under the Interport bye-law are not allowed to represent the Colony.

wings have always been a feature of his game. Hill's only handicap is that he is of small stature and might find himself pitted against a big man in Gaoh—if he is selected to play for the Interport team.

A. V. Gosano, probably the Colony's finest centre-forward, will be playing in partnership with his brother B. Gosano on the right wing, and these two should prove the most dangerous pair of forwards in this afternoon's game.

LEFT WING PROBLEM. The most interesting experiment will be that of the Blake-Baldry partnership.

The left wing has always given

the Selection Committee food for thought, and although they have had no difficulty in the past in finding an inside left and winger, the coming Interport should certainly set them thinking hard.

Blake of Kowloon has been given the inside left position this afternoon in preference to Jones of the Borderers, who played in the last trials, but who disappointed in the two final matches. Suen Kam-shun who played in that position in the last Interport, is now in Shanghai, and will probably play for the Northern city if he can fulfil the Association's by-law of one month's residence.

Blake's inclusion in the team has caused some surprise. He is by no means the best the Colony have at their disposal at the moment, and he has not given of his best within the last month. What the Selection Committee's intentions are with regard to this position it is hard to say, but if anyone deserved a trial, it is Yeung Shui-yek, who played a dazzling game against the Artillery on the left wing for South China on Sunday last.

POSSIBILITIES OF YEUNG. Yeung is a born footballer possessing wonderful ball control, an excellent left-footed kick, and a very good sense of direction. He shows little hesitation in tackling a man, and is an excellent spoiler.

The selection of Baldry as left winger has caused a mild sensation in view of his recent failure. He gave a good account of himself prior to and during the last Interport with Shanghai, but he has since slackened off considerably.

Baldry is a good winger, but he lacks speed, and is not a very good spoiler. His place could be better filled by Seal of the Gunners, who besides being a perfect left winger uses his football brains to advantage. Seal's display on Sunday

SHANGHAI HAVE THEIR TROUBLES.

SHANGHAI have been unfortunate to lose the services of "Darkie" Chen for the coming Interport with Hong Kong, and L. F. Stokes, Northernmost promising full back who is on the injured list.

Stokes sustained an injured knee in an international game, while Chen has been suspended for 12 months for walking off the field without the referee's permission in the China versus Tung Wah game at Pioneer Field.

last was very much of the same standard as that of Young Shui-yek, the pair featuring largely in their team's share of praise.

The left-half position has been given to Leung Wing-chui in preference to "Andy" Duncan, who gave a brilliant display in the Interport against Shanghai.

Duncan possesses what many local footballers lack—unbounded stamina. He certainly should not be dropped from the team. On the other hand Leung Wing-chui also justifies inclusion in a trial, having risen remarkably quickly in the football world since the last Interport. His display against the Shanghai Combined Chinese was outstanding, the feature of his play being his quick tackles and the excellent manner in which he fed his forwards. His defensive game is also excellent, but he lacks the stamina of Duncan.

If both Duncan and Leung are to gain recognition, Bliss should be dropped.

Bliss has given a good showing

LEAGUE FOOTBALL ON SATURDAY

No. First Division Encounters.

LEAGUE Football has again been forced to yield first place to representative games. The Lai Wah Cup game so handicaps the European First Division clubs that it has only been found possible to stage six Second and four Third Division matches on Saturday.

The following is the full League programme with the results of the first encounter (where possible) given in brackets:

SECOND DIVISION

South China (6)	v	Eastern (0)
(Caroline Hill, 2.30)		
Navy (-)	v	Kowloon (-)
(Kowloon, 2.30)		
St. Joseph's (0)	v	Tsung Tsin (1)
(St. Joseph's, 2.30)		
Club (0)	v	Borderers (12)
(Club, 2.30)		
Lincolns (0)	v	Athletic (1)
(Chatham Rd., 2.30)		
Artillery (3)	v	Ewo (2)
(Valley, 2.30)		

THIRD DIVISION

St. Joseph's (4)	v	Signals (1)
(St. Joseph's, 4 p.m.)		
Athletic (4)	v	Recreio (0)
(Valley, 4 p.m.)		
South China (2)	v	University (3)
(Kowloon, 4 p.m.)		

SUNDAY GAMES THIRD DIVISION

R.A.S.C. (8)	v	Engineers (0)
(Borderers (4)	v	Taikoo (1)

JUNIOR GAME POSTPONED.

The Third Division League game between the Radio and the Lincolns, which was to have been played on Saturday, has been postponed at the request of the Radio Sports Club.

in the last three games for Kowloon, but he still lacks the sense of direction, in spite of being one of the best halves in the Colony. He is one of the tallest footballers in the League and uses his head to advantage, but, in spite of this, he cannot send the ball in the right direction.

Duncan should be given another trial with Pardoe and Leung; they are the best two in the Colony.

SOUND DEFENCE.

Pardon fully justifies his inclusion in the team after last Sunday's game. Rodger, in goal, is perfectly safe and needs no comment. The two backs Allen and Strange should prove a formidable combination and should stem the Navy attack.

Mullane is not the full-back he was two months ago and with Blackbourne (Police), Li Tin-sang (South China) and Allen (Artillery) knocking at the Interport door his selection is by no means certain.

Wong Mei-shun is another of the triumphant Interport team who has shown poor form and his exclusion in favour of A. V. Gosano caused little surprise. Howe and Suen are both out of the Colony and with Baldry showing poor form the Interport forward line of November looks as if it will be totally revised, especially if B. Gosano displaces the nippy Cheng Shiu-hung.

The following are the selected players who will play against the Royal Navy.

Rodger (Club); Allen (R.A.), Strange (Club); Leung Wing-chui (South China); Pardon (captain R.A.); S. Bliss (Kowloon); B. Gosano (St. Joseph's); Hill (Kowloon); Blake (Kowloon), and Baldry (Borderers).

Reserves: Blackburn (Police); A. Duncan (Club); and Wong Mei-shun (South China).

Navy—Bottrell; Baker; Nunn; Davey; Shirras; Robertson; Ward; Usher; Rawson; Fisher; Hudspit.

Reserves: Chadwick and Gomm.

HOME FOOTBALL FORECAST. in To-morrow's China Mail



BOXING

CHINA FLEET TEAM CHAMPIONSHIPS

FIRST PUBLIC BOXING EVENT OF THE SEASON will take place at the

LEE THEATRE

(Wanchai)

TO-MORROW

at 9 p.m. sharp.

16 — FIGHTS — 16

Programme will consist of semi-finals and finals of the China Fleet Team Boxing Championships.

COME AND SEE, amongst others:

A. B. EWIN.

Middleweight Champion of Hong Kong and China Coast.

A. B. WARNES.

Welterweight Champion, Royal Navy 1930; runner-up All England Amateur Championship.

A. B. JUDGE.

Heavyweight Champion, Royal Navy 1929.

A. B. FARRAR.

China Fleet Featherweight champion 1931, and Featherweight champion Shanghai, 1932.

Ldg. Sea. DAVIES.

Represented Royal Navy in the I.S.B.A. championships, 1925, Welter-champion Combined Fleets, 1923.

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TO-MORROW NIGHT.

Ringside Seats

Reserved . . . \$5

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Other Seats . . . \$1

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SIGNALS HOCKEY TEAM FOR MACAO.

With the passing of the Sim Shield, it is interesting to recall the first Club eleven that won the trophy in 1925. The team was as follows:—E. W. Hamilton; A. A. David; H. Owen Hughes; A. S. Hett; E. J. L. Mitchell (Captain); Riv. E. W. Martin; G. R. More; E. L. Sim; W. Woodward; A. Dyer; Ball; Govey, and Sig. Cawill.



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CHICHIBU MARU Wednesday, 8th February.

TATSUTA MARU Wednesday, 22nd February.

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HEIAN MARU (starts from Kobe) Saturday, 21st January.

HAKAWA MARU (starts from Kobe) Wednesday, 1st February.

LONGON, MARSELLES, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo & Suez.

YASUKUNI MARU Friday, 20th January.

HAKONE MARU Saturday, 4th February.

SUWA MARU Saturday, 18th February.

SYDNEY & MELBOURNE via Manila & Porta.

KAMO MARU Saturday, 21st January.

KITANO MARU Saturday, 25th February.

BOMBAY via Singapore, Penang, & Colombo.

† HAKODATE MARU Sunday, 15th January.

† TOKIWA MARU Sunday, 29th January.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

HEIYO MARU Friday, 10th March.

NEW YORK, BOSTON via Panama.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piracus, Genoa and Valencia.

† DURBAN MARU (call Aden) Saturday, 14th January.

CALCUTTA via Singapore, Penang & Rangoon.

† MORIOKA MARU Sunday, 16th January.

† CALCUTTA MARU Sunday, 29th January.

SHANGHAI, KOBE & YOKOHAMA.

† MALACCA MARU Thursday, 19th January.

KITANO MARU (Nagasaki direct) Friday, 20th January.

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PATTERSON'S LUCK

(Continued from page 7.)

Feeling his way cautiously, his outstretched hands encountered a bunk, but it was empty and bare of either bedding or blankets. The next one was the same, but the third contained what he judged to be a large piece of sail-cloth. Deciding not to investigate further, he took off his soaking garments, wrung them out, then hoisted himself into the bunk, wrapping the canvas about him. In a few seconds he had sunk into the deep sleep of utter exhaustion.

When John Patterson opened his eyes the next morning in broad daylight, with the warm sun pouring down upon him, he felt surprisingly brave. Besides, he was refreshed and invigorated by the night's rest, and his hunger urged him to explore.

Tumbling out of the bunk, he dragged on his partly dried clothes, then went, as he put it to himself, to have a look at the "stiffs." They were still there, one at the wheel and two amidships, silent and rigid as before.

"Mornin', mates," said John Patterson cheerfully as he approached. His hail was not answered, but he stopped suddenly, stared, and then, leaning against a winch, laughed till the tears ran down his cheeks.

"Straw!" he ejaculated. "Blarsted dummies, stuft with straw!"

It was true. Those dread figures which had so terrified him the night before were dummies, sailors' garments filled with straw and maintained in upright positions by means of spars fastened to the deck. Still shaking with laughter, John Patterson gave one of the "corpses"

a kick, whereat it rolled over and over along the deck, shedding straw as it went.

Surely, he reflected, some lunatic must have played this trick, for he could imagine no sane person manning a deserted vessel with straw-stuffed figures. However, deciding that this was not the time to indulge in idle speculations, he went

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LLOYD TRIESTINO.

NOTICE TO CONSIGNEES.

Motor Vessel

"MARIN SANUDO"

From TRIESTE, VENICE, BRINDISI, PORT SAID, MASSAUA, ADEN, KARACHI, BOMBAY, COLOMBO, PENANG & SINGAPORE.

CONSIGNEES of cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will not be landed here, unless notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No claims will be admitted after the goods have left the Godown, and all goods remaining undelivered after the 15th inst. will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before the 24th inst. or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 14th inst. at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

In the case of dutiable cargo, consignees are requested to inform the Imports & Exports Office that they have such goods for examination.

No fire insurance has been effected.

Bill of lading will be countersigned by DODWELL & CO., LTD.

Agents.

Hong Kong, 9th January, 1933.

HONG KONG TIDES

Time Meridian 120° dog. E. (Zone 8); ooh is midnight, 12h is noon. Heights are referred to the datum of the largest scale Admiralty chart of the place and should be added to depths, unless preceded by an asterisk (*) when they should be subtracted.

January 12 to 18, 1933.

Date High Water Low Water Standard Height Standard Height

Times Times

Mon. 12 11 15 45 04 15 06

Thurs. 13 21 22 42 14 34 33

Fri. 14 12 14 46 04 51 03

Sat. 15 22 05 38 34 35 33

Sun. 16 12 16 47 05 27 03

Mon. 17 22 41 38 35 54 37

Tues. 18 22 45 47 08 05 07

Wed. 19 22 20 77 16 24 23

Thurs. 20 13 14 49 17 20 18

Fri. 21 13 14 50 18 20 18

Sat. 22 00 02 27 16 20 18

Sun. 23 00 02 28 16 20 18

Mon. 24 00 02 29 16 20 18

Tues. 25 00 02 30 16 20 18

Wed. 26 00 02 31 16 20 18

Thurs. 27 00 02 32 16 20 18

Fri. 28 00 02 33 16 20 18

Sat. 29 00 02 34 16 20 18

Sun. 30 00 02 35 16 20 18

Mon. 31 00 02 36 16 20 18

Tues. 1 00 02 37 16 20 18

Wed. 2 00 02 38 16 20 18

Thurs. 3 00 02 39 16 20 18

Fri. 4 00 02 40 16 20 18

Sat. 5 00 02 41 16 20 18

Sun. 6 00 02 42 16 20 18

Mon. 7 00 02 43 16 20 18

Tues. 8 00 02 44 16 20 18

Wed. 9 00 02 45 16 20 18

Thurs. 10 00 02 46 16 20 18

Fri. 11 00 02 47 16 20 18

Sat. 12 00 02 48 16 20 18

Sun. 13 00 02 49 16 20 18

Mon. 14 00 02 50 16 20 18

Tues. 15 00 02 51 16 20 18

Wed. 16 00 02 52 16 20 18

Thurs. 17 00 02 53 16 20 18

Fri. 18 00 02 54 16 20 18

Sat. 19 00 02 55 16 20 18

Sun. 20 00 02 56 16 20 18

Mon. 21 00 02 57 16 20 18

Tues. 22 00 02 58 16 20 18

Wed. 23 00 02 59 16 20 18

Thurs. 24 00 02 00 16 20 18

Fri. 25 00 02 01 16 20 18

Sat. 26 00 02 02 16 20 18

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

Straits, Java, Burma, Ceylon, India, Persian Gulf,
West Indies, Mauritius, East and South Africa,
Australia, including New Zealand and
Queensland Ports, and Red Sea, Egypt,
Constantinople, Greece, Levantine
Ports, Europe, etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (Under Contract with H.M. Government.)

SS.	Tons	From Hong Kong About	Destination
RANCHI	17,000	14th Jan.	Bombay, Marseilles & London.
CARTHAGE	14,000	28th Jan.	Bombay, Marseilles & London.
+BURDWAN	6,100	4th Feb.	Bombay, Marseilles, Havre, London, Hamburg, R'dam, Antwerp & Hull.
NALDERA	16,000	11th Feb.	Bombay, Marseilles & London.
RAJPUTANA	17,000	25th Feb.	Bombay, Marseilles & London.
+SOMALI	6,800	4th Mar.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
CORFU	15,000	11th Mar.	Bombay, Marseilles & London.
COMORIN	15,000	25th Mar.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
+BANGALORE	6,100	1st Apr.	Marseilles & London.
RANIPURA	17,000	8th Apr.	Marseilles & London.
CHITRAL	16,000	22nd Apr.	Marseilles & London.
RANCHI	17,000	6th May	Bombay, Marseilles & London.
CARTHAGE	14,000	20th May	Bombay, Marseilles & London.
NALDERA	16,000	3rd June	Bombay, Marseilles & London.
KAISAR-I-HIND	12,000	17th June	Bombay, Marseilles & London.

*Cargo only. +Calls Casablanca. +Calls Karachi.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Rhedivis Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

		1933.	
SANTHIA	8,000	21st Jan.	Singapore, Penang & Calcutta.
TAKADA	7,000	4th Feb.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

		1933.	
NELLORE	7,000	1st Feb.	Manila, Rabaul, Brisbane, Sydney & Melbourne.
TANDA	7,000	3rd Mar.	
NANKIN	7,000	1st Apr.	

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—10 days.

Frequent connections from Australia with the following:

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of steamers to London via Suez.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

		1933.	
NALDERA	16,000	18th Jan.	Shanghai, Moji, Kobo & Yokohama.
TAKADA	7,000	14th Jan.	Amoy, Moji, Kobo & Yokohama.
*SOMALI	6,800	25th Jan.	Shanghai, Kobo & Yokohama.
SIRDHANA	8,000	27th Jan.	Amoy, Moji, Kobo & Yokohama.
RAJPUTANA	17,000	27th Jan.	Shanghai, Kobo & Yokohama.
COREU	15,000	10th Feb.	Shanghai, Kobo & Yokohama.
*BANGALORE	0,500	23rd Feb.	Shanghai, Kobo & Yokohama.
COMORIN	15,000	24th Feb.	Shanghai, Kobo & Yokohama.
RANIPURA	17,000	10th Mar.	Shanghai, Kobo & Yokohama.
*BEHUTAN	6,000	10th Mar.	Shanghai, Kobo & Yokohama.
CHITRAL	15,000	23rd Mar.	Shanghai, Kobo & Yokohama.
RANCHI	17,000	6th Apr.	Shanghai, Kobo & Yokohama.
*SUDAN	6,800	18th Apr.	Shanghai, Kobo & Yokohama.
CARTHAGE	14,000	20th Apr.	Shanghai, Kobo & Yokohama.
NALDERA	16,000	4th May	Shanghai, Moji, Kobo & Yokohama.
*BURDWAN	6,100	13th May	Shanghai, Kobo & Yokohama.
KAISAR-I-HIND	12,000	18th May	Shanghai, Moji, Kobo & Yokohama.
MANTUA	11,000	1st June	Shanghai, Moji, Kobo & Yokohama.
RAWALPINDI	17,000	15th June	Shanghai, Kobo & Yokohama.
RANIPURA	17,000	29th June	Shanghai, Kobo & Yokohama.
RAJPUTANA	17,000	18th July	Shanghai, Kobo & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.
All cabins are fitted with Electric Fans or Punkah Louvre System.

Steamers on London and Australian Lines are fitted with Laundry Parcels measuring not more than 5 cu. ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passages, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
C. & O. Building, Connaught Rd. C., Hong Kong. Agents.

HONG KONG'S EMPIRE DAY FAIR.

Four Day Exhibition At Peninsula.

EXPANSION PROVISION.

It has been decided to repeat in Hong Kong this year the Empire Day Fair which proved so successful in 1932. The project was discussed at a meeting of heads of British firms and the principal organisers of last year's Fair, held at Government House recently, when those who exhibited last May reported that they were satisfied the Fair had had good effects from business point of view, and should be repeated.

The unanimous decision of the meeting was to hold a Fair on the lines of last year's though providing for some expansion, and improvements based on the experience gained in the first experiment particularly, it was thought that the Fair should be held for a longer period, to enable the utmost benefit to be derived from the initial expenditure of time and effort.

Mr. J. H. Taggart and the Directors of the Hong Kong & Shanghai Hotels, Ltd., have kindly placed all the largest public rooms of the Peninsula Hotel at the disposal of the Committee.

Free Admission?

Further, to meet the desire to continue the Exhibition for a longer period, the Directors of the Hotel Company have stated that they are willing to allow the accommodation to be used from Empire Day—which falls on a Wednesday—until the Saturday following, thus permitting a four days' exhibition.

As the Hotel Company is generously placing all this accommodation at the disposal of the Committee entirely free, it is probable that, as last year, it will not be necessary to make any charge to exhibitors.

The first thing the Committee needs is to receive applications for space from British firms. An indication of the area required should be given as this will help later in the allocation of space. Last year several intending exhibitors were regrettably excluded on account of the lateness of their applications. Letters should be addressed to Mr. M. F. Key, Hon. Secretary, The Empire Fair, P.O. Box 321, Hong Kong.

Committee.

The Committee of the Fair is as follows:—

Chairman.—The Hon. Mr. J. J. Patterson.

Vice-Chairmen.—The Hon. Dr. R. H. Kotwali, C.M.G., the Hon. Mr. J. P. Braga and Mr. T. E. Pearce.

Committee.—Lady Peel, Lady Ho Tung, Mrs. W. T. Southorn, Mrs. O. C. Borret, Mrs. Kinnaird Watson, Mrs. E. Cock, Mrs. Hoare, Miss Westland, The Hon. Sir Henry Pollock, Kt., K.C., The Hon. Sir Shou-son Chow, Kt., The Hon. Sir William Shenton, The Hon. Dr. S. W. Tso, C.B.E., The Hon. Mr. T. N. Chau, Commodore E. McC. W. Lawrie, D.S.O. Major Y. E. Duglos, Capt. R. F. Walker, R.A., The Rev. N. V. Halwell, Mr. Li Yau-tsun, C.B.E., Mr. Fung Ki-cheuk, Mr. Allan Cameron, Mr. T. H. R. Shaw, Mr. Wong Kwong-tin, Mr. M. K. Lo, Mr. J. H. Taggart, Mr. M. T. Johnson, Mr. J. S. S. Cooper, Mr. Ma Man-fai, Mr. Choy Cheong, Mr. P. Gockchin, Mr. H. Green, Mr. E. Williams, Mr. B. C. K. Hawkins, Mr. S. T. Williamson, Mr. Tang Shiu-kin, Mr. J. T. Bagram, Mr. M. St. J. Walsh, Mr. J. A. S. Alves, Mr. W. N. Thomas, Tam, Mr. L. J. Davies, Mr. A. L. Shields, Mr. G. W. Sewell, Mr. T. A. Mitchell, Mr. L. W. Bush, Mr. A. W. Brown, Mr. H. Strange, Mr. F. A. Mackintosh, Mr. O. Smith, Mr. A. Hicks, Mr. R. T. Barrett, Mr. D. C. Wilson, Mr. F. P. Franklin, Mr. C. G. Stoppani Thomson, Mr. H. Braga.

CUNARD SERVICE TO CANADA.

Arrangements have been made by the Cunard Company to extend their Canadian service from London and Southampton to Halifax, Nova Scotia, by the inclusion of the port of St. John, New Brunswick, and Chamberlain and as Mayor of Birmingham gave a peculiar character to his whole political career.

He was certainly one of the most notable personalities of the later Victorian era, a period of England history upon which many of our sorely harassed contemporaries

POST OFFICE NOTICE.

INWARD MAILED.

THURSDAY, JANUARY 12.
Calcutta and Straits Takada
Europe via Suez (Letters and Papers) London, Dec. 15, and Parcels, Dec. 8 Naldera
FRIDAY, JANUARY 13.
Japan and Shanghai Ranchi
Japan Durban Maru
U.S.A., Canada, Japan and Shanghai (Seattle, Dec. 24, 1932) President Cleveland

SATURDAY, JANUARY 14.
Shanghai and Swatow Shantung
Japan, Shanghai and Europe via Siberia (London December 17) Taifu Maru
Japan Hakodate Maru
Japan Morioka Maru

SUNDAY, JANUARY 15.
Straits Troilus
MONDAY, JANUARY 16.
Manila Pres. Wilson
Calcutta and Straits Hosang
TUESDAY, JANUARY 17.
Shanghai D'Artagnan
Shanghai Patroclus
Saigon Andte Lebon

OUTWARD MAILED.

THURSDAY, JANUARY 12.
Fort Bayard Wing Wo 1 p.m.
Manila Silvercypress 2.30 p.m.
Swatow Hydrangea 3 p.m.
Saigon Pong Tong 4.30 p.m.

Taiping (Due Thursday Island, Jan. 24)
Parcels Jan. 12, 5 p.m.
Reg. Jan. 13, 9.45 a.m.
Letters 10.30 a.m.

FRIDAY, JANUARY 13.
Shanghai, Japan and Europe via Siberia
Naldera 10 a.m.
Bangkok 3.30 p.m.

Straits, Ceylon, India, Mauritius, East and South Africa, Aden Egypt and Europe via Marseilles Ranchi (Due Marseilles, February 10).

K.P.O. G.P.O.
Parcels Jan. 13, 4.30 p.m.
Reg. Jan. 14, 9 a.m.
Letters 10 a.m.
Foochow Huichow 5 p.m.

SATURDAY, JANUARY 14.
Haiphong Canton 2 p.m.
Amyo Taming 3.30 p.m.
Swatow, Amyo and Foochow Hal Ning 4 p.m.
Manila Pres. Cleveland 4.30 p.m.

SUNDAY, JANUARY 15.
Swatow, Amyo and Formosa Canton Maru 9 a.m.
TUESDAY, JANUARY 17.
Batavia Tjikambang 10.30 a.m.

(Continued on Next Column).



Weekly Sailings Transpacific

TO SAN FRANCISCO, LOS ANGELES & NEW YORK

TO SEATTLE

and

VICTORIA.

Fortnightly sailings on Wednesdays. Fortnightly sailings on Saturdays.

Pres. Wilson Jan. 18, 1 a.m. Pres. Cleveland Jan. 21
Pres. Hoover Feb. 1 Pres. Taft Feb. 4
Pres. Jackson Feb. 15 Pres. Jefferson Feb. 18
Pres. McKinley Mar. 1 Pres. Madison Mar. 4

ROUND TRIP FARES TO EUROPE & AMERICA.

Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sightseeing. Full particulars upon application.

